THE LOSS OF

HIS MAJESTY'S SCHOONER

HOPE:

21 OCTOBER 1805

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LETTERS, REPORTS, AND PETITIONS

[Petition of James Fleet, 1 February 1799, Library and Archives Canada, RG 8 I, Vol. 724, 8.]

To His Excellency Robt Prescott Esquire
Captain General, Governor in Chief
of the Provinces of Upper and Lower
Canada, Nova Scotia &c &c &c

The Petition of James Fleet; serving as 2d Lieutenant in His Majestys Marine Department on Lake Erie &c.—

Humbly sheweth.

That your Petitioner served in His Majestys Royal Navy during the whole of the American Revolution, and in the year 1785 was sent up by order of Genl. Hope to serve on the Upper Lakes, when on his arrival at Detroit was appointed a Mate in the Marine Department, in which capacity he served until the year 1791.— when he was promoted to the Rank of 2d. Lieutenant since which time your Petitioner has had the Honor to Command several of His Majestys Vessels on Lake Erie &c.—

Your Petitioner begs leave further to State to your Excellency that from the exortisant[exorbitant?] price of all kinds of necessaries in this part of the World, he finds his present pay to small to support him and his circumstances induces him to request that your Excellency will be pleased to take his case into consideration and grant him such further addition to his pay as in your Excellency's Wish[?] and goodness shall seem met, and as in duty bound your Petitioner will ever pray

Amherstburg 1st
February 1799

James Fleet 2d Lieut.
Marine Department

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Figure 1. Alexander Bryce, *Sketch of the Straits of St. Mary between Lake Huron and Lake Superior*, 1796, map, LAC.

[Proceedings of a Court of Inquiry ... to investigate the loss of His Majesty's Schooner Hope, 27 November 1805, LAC, RG 8 I, Vol. 726, 188–196.]

Proceedings of a Court of Inquiry held the 25th day of November 1805 and Continued by adjournment to the 27th On Board His Majesty's Snow Camden by Orders of Major Campbell Commanding at Amherstburg, to investigate such Matters as may be laid before them.—

Captain Hughes Royal Engineers		President
Captain Derenzy 41st Regiment	Members	Captain Muir 41st Regiment
Captain Sinclair Royal Artillery		Lieut. Cowan P[rovincial]: M[arine].

The Court will maturely and deliberately investigate, and enquire into the Cause of the Loss of His Majesty's Schooner the Hope on 21st October 1805, near the Island of St. Josephs, they will also minutely examine into the General honor of Lieut: Fleets Conduct as Commander of the said Vessel, from the time of his Sailing from Amherstburg on the 4th October, until his return to that Post on the 19th November 1805, with the Crew and Stores saved from his Wreck; and Conclude by inserting whatever Mr. Fleet may have to state on the Subject, and likewise any evidence he may think proper to Call in support of his Testimony.—

The Court having met, proceeded agreeable to the above Instructions.—

1st Evidence—Ensign Landie 41st Regiment being called upon, informed the Court as follows—

I sailed on the 4th October 1805 on Board His Majesty's Schooner Hope, Commanded by Lieut. Fleet, from Amherstburg bound for St. Josephs for the Morning of the 5th, the Schooner ran aground on a Sand Bank in Lake St. Clair, where she continued until the 7th when she got off, we were under the necessity of throwing out part of the Ballast, [?] to getting her to float: The same day we reached the Bar at the entrance of the River St. Clair, where the Schooner again ran aground, in Consequence of Keeping too much to the East, she remained here for three days; and had not fortunately an American Vessel, which was going up the River St. Clair, assisted us by taking out the greatest part of the Cargo, and Ballast, we should not then have got off—Lieut. Fleet had been endeavouring to heave the Vessel over the Bar previous to the American Vessel's arrival, the Captain of which after having sounded the Dept of water, informed us, was utterly impassible, and that Lieut Fleet had been fixing her more firmly on: After he had unloaded her, he desired Lieut. Fleet to runout the Anchor astern, which he did: they then hove her into the proper Channel, Lieut. Fleet did not sound the Depth of water before he endeavoured to have the Vessel over the Bar. I Observed that during this time, he was often in a state of intoxication-On the Morning of the 18th-we were within sight of Land, a few Miles distant from the entrance of the Harbour of St. Joseph's stood out again into the Lake. The day was Hardy[?] but we could discern land quite distinctly at the distance of three, four Miles: the Crew informed me, that there could not be the smallest risk in proceeding that day do St. Joseph, as they were perfectly acquainted with the coast, and being such a short distance from the Harbour, having a fair Wings, there could be not difficult in getting into the Detour Lieut Fleet however did not attempt to proceed to St. Joseph that day, altho there was nothing to prevent him- The 17th. it blew a very severe gale of wind, that night the Storm increased[?] and drove the Schooner into a Bay on the East side of Lake Huron, where she was in great danger if being drove ashore, but the wind fortunately changed so far during the night, as [to?] enable us us to clear the land, and to get out into the Lake. I Observed that during the Gale of Wind, Lieut. Fleet was very much in liquor—On the 20th it was moderate and a fair, we passed middle Island that Evening at about 5 O'Clock, distant from the detour at 54 Miles. The Vessel was then going at the rate of Eight or Nine Miles an hour. That night some of the Crew remonstrated with Lieut Fleet, that we should out run the distance before Morning I requested him either to shorten Sail, or to keep more off the land under day by[?] Board, he would carry the top Sails all night, for by his reckoning, we were a very considera[ble?] distance from any land Lieut. Fleet was at this time much in Liquor. On the morning of the 21st October at half past 3 OClock - the Schooner struck on a reef of rocks, about half Mile from a small Island, at the Entrance of the Detour, about ten miles from St. Joseph [MS cut off] The Vessel filled immediately, but continued to drive on by the sea (if blowing very fresh) until she came within twenty Yards of the said Island, where she remained

When the Vessel struck, Lieut. Fleet instead of attempting any thing for the preservance of the Ship, ran up into the shroud, where he remained until day light, He did [not?] order any of the Sails to be cleared up or lowered down, which if they had, would have Prevented the Vessel from striking so violently against the rocks.—That Afternoon we proceeded to St. Joseph's in the Boat- The following morning Lieut Fleet was on to go to the Wreck with a Party of Men, to save the ridding &c belonging to the Schooner I am sorry to Observe that during the whole time I was on Board, the Conduct of L[ieut?] Fleet was Scandalous and disgraceful; he was Scarcely ever Capable of Commanding [MS cut off] Intoxication, He frequently abused the Seamen, without my being able to see any reason for so doing, and it generally[?] was when he was incapable of doing his duty [him?]self—During the severe gale of Wind on the 17th and when the Vessel was lost I observed that Lieut Fleet was particularly Drunk, and during the time we [were?] at St Joseph's, and on the Passage down to Amherstburg with the Seamen & Store[s] on Board the Charlotte, which had been saved from the Wreck of the Schooner he was also in that State.

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2nd Evidence—Patrick Devlen Private 41st Regiment informs the Court, that he sailed from Amherstburg on the 4th October last, on Board his Majesty's Schooner Hope, Commanded by Lieut: Fleet, for the Island St Joseph that he repeatedly saw Lieut. Fleet on Du[ty?] during the Passage, and was always in an intoxicated state.- That on the 16th about 12 O'Clock in the Forenoon, he saw the land, and was informed by the Seamen that the wind was fair, and they would be at the Island St. Joseph about two O'Clock — There came on a fog from the land, when Lieut. Fleet immediately put the Vessel about, and remained beating till the 20th, when they got a wind and steered for the Island St. Joseph; that on the morning of the 21st about half past 3 O'Clock she struck.

1st Question from
the Court—— Were the sails furled after the vessel struck?
Answer——— No.

2nd Question— Where was Lieut. Fleet when the Vessel struck?
Answer——— He was upon the rigging when I came upon Deck, and continued there about quarter of an hour, when he came down into the Cabin and asked me for a Glass of wine which I Gave him.

3rd Question— When Mr Fleet asked for a Glass of wine, did he appear intoxicated?
Answer——— I did not perceive he was so, at that time.-

3rd Evidence— Angus McDonnold informing the Court, he sailed as Carpenter on Board, They left Amherstburg on the 4th October, and Grounded on the 5th about half past 4 O'Clock on Sandy Island in Lake St. Clair; remained there twenty four hours, during which time two boat loads of Ballast nearly were taken out; when they got under way; the wind having moderated; and again ran aground on the Bar where she Continued for six Days, and would have remained longer, had it not been for the assistance of Captain Curry, and his Ships Crew, who lightened her by taking part of the Cargo and Ballast on Board his Schooner the Treacey - they did not enter the Lake before 12th or 13th from Contrary winds, that on the 14th they made the land between the hours of 11 or 12 in the Forenoon, above the False Detour, came down by the land distant about 3 Miles, ran passed the False Detour, were within eleven or twelve miles from the real Detour, with a fair wind to make of it, and had they followed the Course, which might have been down, instead of heaving from the Shore, they might have got in that Evening to St. Joseph.—upon quiting [sic] the shore, about 10, O'Clock at night, a Westerly Gale sprung up, lay to the whole night, and next morning the 17th. were close to the Manitoulin Islands with a very high sea running, Mr Fleet then called up David Talbot the Boatswain, and asked him if he could Pilot the Vessel thro' the Eastern passage, where he had formerly been with the Caledonia.—we then bore away first, but upon approaching, the sea ran so high, the Boatswain declined piloting the Vessel in — Mr. Fleet therefore went around the point of the Island, to get under the lee of the land, he hove the lead, said they were in Eleven fathoms Water, and ordered the best bower Anchor to be let go, which was done, but she

did not bring up - therefore weighed it again and stood out under the foresail for three days and nights upon the same lack close to the land - the 4th Morning the 20th, the wind came more favourable, the weather moderate, between two & Three in the morning, so that they we enabled to cross the Lake, and about 5 OClock in the Evening made the land of Point-au-Sable, and kept up as near as the Vessel could sail — about half past 7 now off Thunderbay Islands, passed Middle Island about 9 OClock at night with Mr. Fleet had the watch from 8 to 12, the wind had freshened greatly, at 12, the Watch being called, David Talbot, Patrick Mullen, & him[self? MS Illegible ?] upon it: the Sea running very high, Mr. Fleet ordered a reef in the Mainsail be taken in then, then a second, then the Ballance reef before it was sett, they told Mr. Fleet it would be better to hand the Foretopsail, he replied you can hand[le] it yourselves if necessary, he was then going down into his Cabbin [w?]hen he told him that he feared the Vessel would over run the distance before morning - he replied he well know what he was about, and if he had the Men to man the Vessel, he would carry Topsail all night — this was the last word he had with him before the Vessel struck upon a Rock at a quarter past 3 O'Clock on the Morning of the 21st. The Foretopsail was taken in immediately upon Mr Fleet's going to his Cabbin and the Vessel was then under Ballance reef mainsail, foresail and jibb with a fair Wind, upon Mr. Fleets coming upon deck, after her Stricking [sic] the third time - he said she was too near the shore — she went over the reef, and came broadside upon the shore, in the course of ten minutes was half full of water, Mr. Fleet ordered the sails to be immediately taken in — the fore sail was hauled down as far as possible, the jibb and mainsail were lowered, but the sea was beating so high, prevented them from hauling down the Foresail — from the time she struck, he did not see David Talbot, who then had the helm, until Eight O'Clock next day, when he saw him a Corps on the shore - they all remained on boa[rd?] until Eight OClock, the sea then moderated, and they went ashore, remained an hour warming themselves, then returned on board, took what provisions they could in the Boat, put off from the Vessel, and went along shore - found themselves close to the Detour, and made St. Joseph's about 4 OClock.

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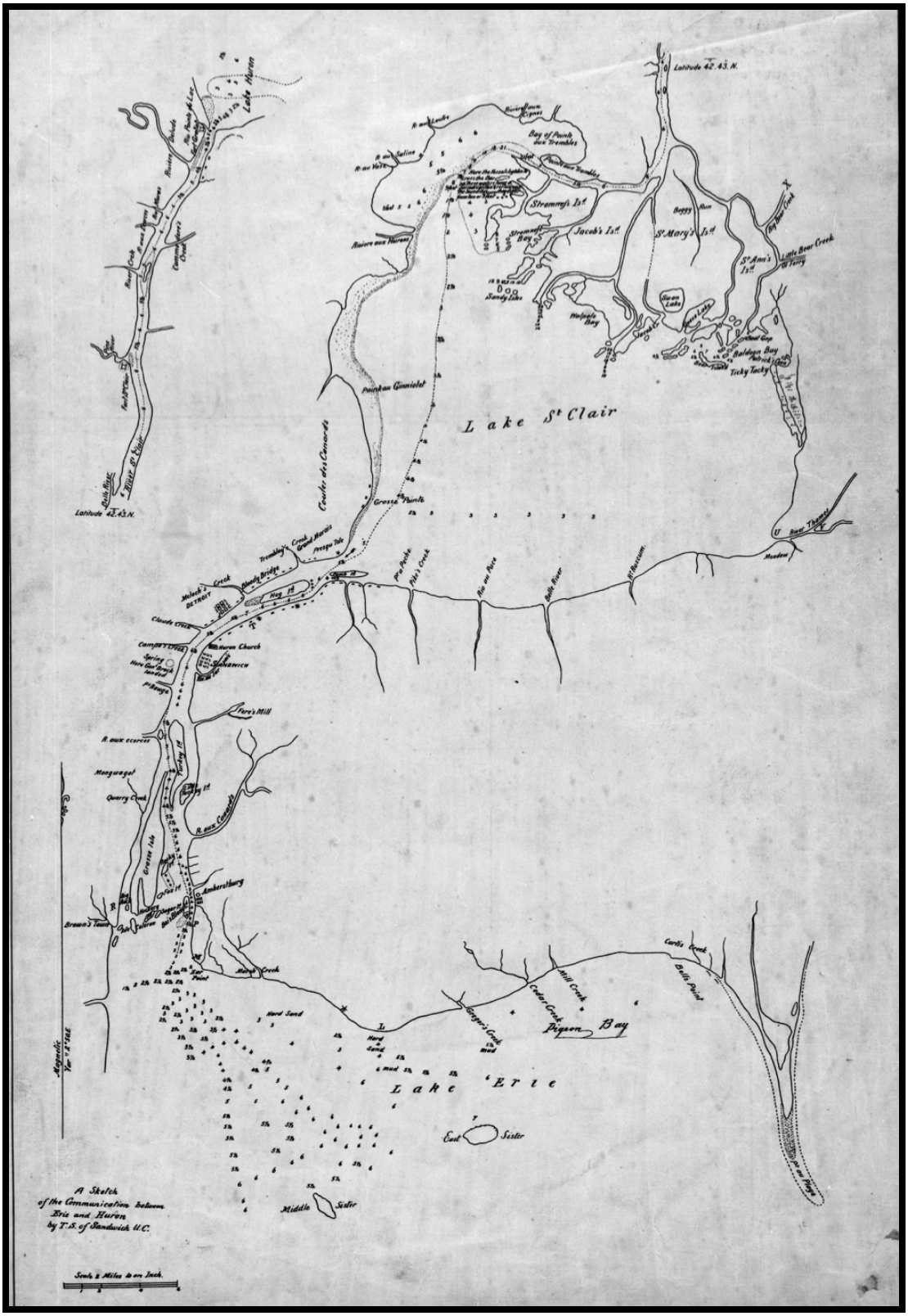

Figure 2. *A Sketch of the Communications between Erie and Huron by T.S. of Sandwich U.C.*, 1815, map, LAC.

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Question from
the Court.—— Did Mr. Fleet appear to be in Liquor on the night of the 20th and the Morning that she struck?
Answer.——— He was in liquor that Evening at half past 5 O'Clock, but was not so much so [MS illegible] 8 OClock, when he took the Watch, and did not appear sober all 2 when relieved.

2nd Question— Was Mr. Fleet repeatedly in that intoxicated state during the passage to and from St. Josephs.
Answer——— Very frequently.—

3rd Question— Was Mr. Fleet intoxicated when he made the land on the 16th. and ordered the Vessel to be put about?
Answer——— He was intoxicated pretty much, but could give the word of Command.

4th Question— At what times did you heave the Log during your watch, on the morning of the 21st.
Answer——— The Log was not hove during my Watch.

4th Evidence— Hendrick Henderson informs the Court he sailed as seamen, on board the Hope, for the Island of St. Joseph on the 4th October last, corroborates the third Evidence respecting the sailing of the vessel and the time of her being lost — with the difference of being only Three days aground on the Bar.

Question from
the Court.—— In what watch were you on the Evening of the 20th?
Answer— In the starboard Watch commanded by Mr Fleet.

2nd Question— Was the Log hove during the watch?
Answer—— Yes, the log was hove twice during the Watch.

3rd Question— at what rate was the Vessel going at those times
Answer About seven Knots, but went faster during the squalls, we were then under single reef mainsail, main topsail handed and close reef fore topsail.

4th Question— Did Mr Fleet appear to be in liquor on the Evening of the 20th, or the morning that she struck-
Answer—— He was a little groggy, but not drunk in the Evening.

5th Question— Was Mr. Fleet repeatedly in an intoxicated state during his passage to and from St Joseph's?
Answer— I saw him a few times a little Groggy.—

5th Evidence, Patrick Mullen also corroborates the 3rd Evidence, respecting the sailing of the Vessel and the time of her being lost - and adds, that he asked Mr Fleet to hand the fore sail which he

refused saying the Vessel would not ever run her distance and also says they remained three days on the Bar.

Question from the Court.—— Did you ever heave the log during your Watch?
Answer—— No.—

2nd Question— When you made the land on the 16th. do you suppose it was possible in spite of the Fog to have stood your Course for St. Joseph's with safety.—
Answer— The Weather was not so thick, but that it could be done to the best of his Knowledge.

3rd Question— Did Mr. Fleet appear to be in liquor on the night of the 20th, and the morning that she struck?
Answer—— He did appear to be so.-

4th Question— Was Mr. Fleet repeatedly in an intoxicated state, during the passage to and from St Joseph's?
Answer——— From the time we left Amherstburg for St. Joseph's, I have seen him six or seven times in liquor, and only once upon our return. ——

6th Evidence- Peter Govreau Corroborates the 3rd Evidence, except that they only remained three days on the Bar.

Question from the Court.— Did you heave the log during your Watch?
Answer— Twice at 8 and 12.

2nd Question— When you made the land on the 16th, do you suppose it was possible, in spite of the Fog, to have stood your course for St Joseph's with safety?
Answer— We would — we could see clearly for three miles round us

3rd Question— Did Mr. Fleet appear to be in liquor the night of the 20th and the morning that she struck
Answer— During the time of my watch under him, he did not appear perfectly sober.

4th Question— Was Mr. Fleet repeatedly in an intoxicated state, during the passage to and from St Joseph's?
Answer— Yes he was—

7th Evidence— George Young Corroborates the first part of the 3rd Evidence but was sick on the 20th-

Question from the Court. When you made the land on the 10th do you suppose, it was possible in spite of the Fog, to have stood your Course for St Joseph's with safety?
Answer—— I think we would have made it, as the wind was fair, had we stood for the mouth of the

Detour

2nd Question— Was Mr. Fleet repeatedly in an intoxicated state during the passage to and from St Joseph's?
Answer— Sometimes I have seen him greatly intoxicated.

8th Evidence- Antoine Lariviere Corroborates the first part of the 3rd Evidence but was sick on the 20th- and says they only remained four or five days on the Bar.

Question from the Court.— Was Mr. Fleet intoxicated on the 10th when he made the land and ordered the Vessel to be put about?
Answer—— He was very drunk when he put the Vessel about.—

2nd Question— Was Mr. Fleet repeatedly in an intoxicated state during the passage to and from St Joseph's?
Answer——— I have seen him a Dozen times intoxicated.—

The Court having Met according to Adjournment Yesterday, proceeds to hear Lieut Fleets Statesment, [sic]

Lieut Fleet being called upon by the court, gives the following information per his Log book — Vizt —

Friday 4th October 1805. Wind South 8 a.m. hauled to the wharf, at 1[?] for St. Joseph's, at 2 P.M. came to at Sandwich, at 5 came to anchor at Hog [Island?] Wind East.
Saturday the 5th Wind **S.W** 6 a.m. came to sail, at 10 off the sandy Island. Wind **N.W.** hove in stays, the Vessel missed stays, got aground, and got off Set go the best Bower anchor in Nine feet Water, wore away, the Vessel touched no[?] and then with the heave of the Sea.
Sunday the 6th, Wind **N.NW.** This day fresh winds and Cloudy Weather the water fell, took away some stones out of the reef, hauled the Vessel into the Latter part Squally—
Monday 7th- Calm. The first part at noon came to sett[?], at 2. P.M. Spok[e with] Captain Lee, who told he had run the stakes down and sett[?] up others; to keep them to the Westward; Got aground, hove off - got aground again and could not get off.—
Tuesday 8th. Wind **S.E.** this day fresh winds— hove off but could not pa[ss?] the Bar, got aground.
Wednesday 9th. Wind **S.E.** fresh winds put on Board the Tracy some of the Cargo, hove off, the wind too scant to pass the Bar.
Thursday 10th- Wind **E.S.E.** The first past light air, Warpped [sic] over the Bar, took on board the Articles from the Tracy, got up to the Marsh, varia[ble?] light airs, at 3. P.M. Wind failed, obliged to come to Anchor.—
Friday 11th. Wind variable. Got under way four times: at Midnight [?] to, Wind again squally. —
Saturday 12th. Wind **W.** At four A.M. came to, two miles before the passage dark Weather. wind W, the wind came round and blew a Gale.

Sunday 13th. Wind **W,** The first and middle part of these twenty four hour light Winds, at 4 P.M. came to sail, wind **S.W.** found the wind too light for the Current, and came to below the rapids.
Monday 14th. Wind **S.S.W.** at 6, a.m. came to sail at ½ past 7- passed the rapids, fine breeze at 8, Course **N** by **W** at noon, black to the northward, shortened sail, the Wind **N.N.E.** squally; at 8 P.M. more moderate at 12 calm with rain.
Tuesday 15th- Wind, **N.E.** at 8 A.M. tacked ship to **N.N.W.** at noon the Point of Barques **W** by **S** distant 12 Miles Wind **E** by **S** made sail, course **N.W.** by **N½ N.** at 12 P.M. squally with pain[?] shortened sail.
Wednesday 16th Wind **E** - The first part of these seventy four hours blowing fresh, shortened sail, Close reefed the main Top sail, at noon in with the East shore Wind **E.S.E.** thick weather, hauled off under reef main sail, foresail & Jibb at 6 p.m. Wind **S.W.** blowing hard, hove to under the Forsail, at midnight Strong Gales.
Thursday 17th. At 2 a.m. sett jibb and main sail but blowing hard were obliged to hand them, at 7 a.m. the Manatoulin Islands bore **NE** for 8 miles distant, attempted to run in, but too much Sea on the reef, bore away under the Lee of the Island, brought up by the best Bower in 10 Fathoms Water soft bottom - a squall broke the h[b?]olt, could not bring up - hove the Anchor up stood off to the Southward under reef forsail. Ships head from **S.W.** to **S.S.E.** all night.
Friday 18th. Wind **S.W.** by **W.** These twenty four hours strong gales, with hale & sleet, under reef fore sail, Ships head to the **S** and **E.**
Saturday 19th. Wind **N.W.** at 8 a.m. the Gale abated, sett jibb and main sail, at 6 P.M. in with the point of Barques, sett the foretopsail, tacked to the **N.N.E.** light winds, at 12, 12 P.M. calm.
Sunday 20th. Wind **W** at 4 A.M. Ships head **N.N.W** set the main topsail at noon blowing fresh, wind **S.W.** handed the main topsail, at 7 P.M. Thunderbay Islands bore by compass **W.S.W.** distant 8 miles course **N.W½ N:** at 12 midnight distance per Log from Thunderbay Islands 39½ Miles handed the fore top sail, balance raft the mainsail Course **N.W.** by **N.**—
Monday 21st. Wind **S.W.** at One A.M **N.W.** by **N** the Vessel going 5 Knots at 4 a.m. the Vessel struck on a reef of Rocks beat[?] on broadside Dark fogs, Wind **W** at day light cleared up, saw the land close, proved to be the point of an Island **E** of the Detour.—

Question from the Court.— What reason had you for changing your Course on the 16th from the Detour when the wind was fair?

Answer.— My reason was, the Fog became so thick, as to render it impossible to Distinguish Land, to enable me to make the Detour with safety.—

2nd Question— By the Evidence addressed, it appears you could see three miles round at noon, at what time did the Fog become so thick as to oblige you to change your Course?

Answer— I could see three miles in the Offing[?] but not on the land side, and the weather

thickened after I had hauled off— was obliged to stand off, the fog increasing that I might dear the Land in case the wind should blow on the land — The Opinion of the Crew I could not take as there was only One Seaman, with the Boatswain who was lost.—

3rd Question— At what different hours did you heave the Log after taking your Departure from Thunderbay Islands, on the Evening of the 20th & what was the Vessel going?

Answer— I hove the Log at 8 p.m. rate 7½ Knots - at 10 3 Knots - 12, 3½ Knots after which I shortened sail, and hove the Log at one **A.M** when the Vessel was going 5 Knots, from that time till she struck, I supposed her going the same rate, being below as my Watch was out—

Ensign Lundie 41st Regiment being called upon—

Question from the Court.— How did you know that it was middle Island you passed on the Evening of the 20th about 5 O'Clock, that you were 54 Miles distant from the Detour, and the rate of the Ship at that time being 8 or 9 Knots.—

Answer—— I was requested that Evening (as the time cannot be positive it was dusk) by Mr. Fleet to come up and see middle Island, which I did and saw an Island - the distance was given me by Captain Nelson of the Charlotte who brought me down - the rate of going was the Opinion of the Seamen.

2nd Question— When the vessel struck did you immediately go upon Deck & where was Mr. Fleet at the time?

Answer—— I was upon Deck about a minute after Mr. Fleet, who was then up the rigging.

3rd Question— In what state were the sails at the time?

Answer—— From the Darkness at the time I could not tell, but at day break I saw the Foresail standing and part of the mainsail with the Peak lowered.—

Captain Mills being Called upon by Lieut Fleet.

Question from Lieut Fleet.— Are you of opinion it is safe to run in with the land in Foggy Weather, when you could not distinguish what part it is?

Answer—— It cannot be done with safety to the Vessel unless the land had been seen before, so as to sett the course for the intended Post.—

Lieut. Cowan Provincial Marine being called upon.

Question from Lieut Fleet.— Are you of opinion that it would be safe to take the advice of the Crew, I had on Board so as to be guided by them?

Answer—— No: as the Crew consisted of only two seamen Vizt. the Boatswain and Hendrick Henderson.—

The Court having asked Captain Mills who Commands the Nancy respecting the Distance from Thunderbay Islands to the Detour says the aggregate Distance is Seventy One Miles — according to the Medium taken from the Log Book on several Passages Viz[t] From Thunderbay to Middle Island 10 Miles

Presque Isle 16

Detour 45

Total— 71

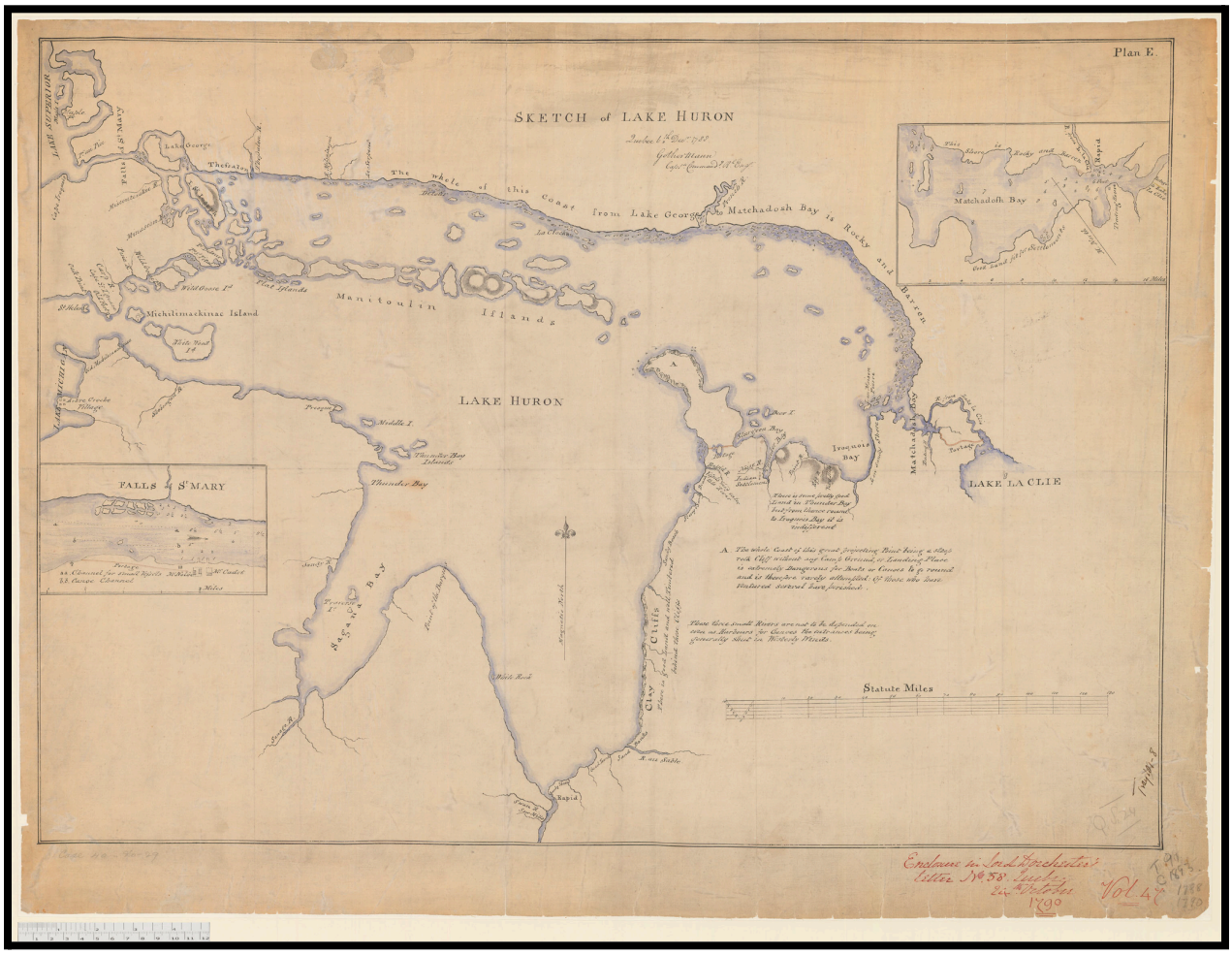

Figure 3. Gother Mann, *Sketch of Lake Huron*, 1788, map, LAC.

The Court having met according to Adjournment the 27th November proceeded as follows Viz[t]

Patrick Mullen being called upon—

Question from the Court. As the log was not hove, at what rate do you suppose the Vessel was going during your watch from midnight to the time of her striking?

Answer— It was the Opinion of the Boatswain who had the helm, that she went nine Knots during the squalls which were frequent, & I am certain she went seven other times.—

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Lieut. Fleet having called upon Ensign Lundie 41st Regiment.

Question from Lieut Fleet.— Having mentioned you were on Deck one minute after me, did you not see me there at that time, and do you not recollect speaking to me?

Answer—— Yes but you immediately went up the rigging and I followed shortly after.—

Captain Hughes Royal Engineers being called upon.

Question from Lieut Fleet— Having made a passage to and from St. Joseph's with me, what was my Conduct.

Answer—— I made a passage in the year 1804 to and from St. Josephs with Lieut. Fleet during which time he was particularly alert & attentive and Conducted himself as an officer and Seaman.

Doctor Lee being called upon replies to the former Question that he made two or three passages with Lt Fleet during which time he always observed him to be particularly attentive to the Sailing of Vessel and remarkably Sober

Lieut Cowan being Called upon by Lieut Fleet for his general Character informs the Court Mr. Fleet has been many Years in different Vessels under his Command during which time he conducted himself very much to his Satisfaction, and most further say that for the twenty five years he has been in the Service, the whole duty of the dipartment [sic] for the winter has generally fallen upon him, which he has ever executed like an Officer and a Seaman.

Lieut. Fleet begs have to observe to the Court, that previous to his twenty five Years Service upon the Lakes, he had served His Majesty on board of a Man of War, for upwards of seven years, during which time he always had the happiness to give satisfaction to his Officers.—

/Signed/ Ph: Hughes, Captn. Rl. Engrs President
" William Derenzy Captn. 41st Regt
" John, Suth: Sinclair, Captn. R.A.
" A: Muir, Captn. 41st Regt
" David Cowan Lt. P. Marine

Plan
of the POST on the ISLAND of St JOSEPH in
LAKE HURON
Copied in the Engineers Drawing Room Quebec by J.B. Duberger in 1800
Reference
a. Blockhouse
b. Bakehouse & Kitchen
c. Platform for Guns
Note
The Blockhouse is thirty seven feet nine Inches above the level of the Water

Figure 3. *Plan of the Post on the Island of St. Joseph in Lake Huron*, 1800, architectural drawing, LAC.

[Alexander Grant to Alexander Campbell, 3 March 1806, LAC, RG 8 I, Vol. 727, 15.]

York Upper Canada 3rd. March 1805.

Sir,

By a Letter from Colonel Bowes to me dated at Quebec the 24th last January, I find he has sent Orders to Amherstburg to have a new Vessel built to replace the Schooner Hope.

I have every reason to imagine its impossible to finish a new Vessel till very late this fall if then, in that case I would strongly recommend to give such repairs to the little Schooner Maria, as would enable her to sail during this the ensuing Summer otherwise Government will be put to considerable expense,

from either paying for freight to Merchant Vessels— Or exchanging freight with them — Which from Experience creates great Confussion [sic] and other irregularities. It cannot take above a Week or ten days to repair the Maria, I shall have the pleasure of enclosing you a Copy of Colonel Bowes Letter to me.

I have the Honor to be,
Sir,
Your most Obedient,
and humble Servant.
/Signed/ Alexander Grant.
President.

Major Campbell 41st Regt
Commanding at
Fort Amherstburg

[Barnard Bowes to Alexander Grant, 7 April 1806, LAC, RG 5 A 1, Vol. 5, 1735–3736.]

Quebec 7th April 1806

Sir,

I have the honor to acknowledge the receipt of your letter of the 14th Instant, and to acquaint you that I have appointed Mr George B. Hall to be a Lieutenant in the Marine Department of Upper Canada, and to serve on Lake Erie, until further orders: — and to that you may have sufficient time to name a Successor to Mr Hall in the Command of the Toronto Yacht, I have given him leave to remain in his present Situation, one month after you may receive this Letter, which I trust will be time sufficient to prevent any inconvenience to the services the Toronto may have to execute.

By the same opportunity that I wrote to you respecting a Successor to Mr Fleet I transmitted the necessary Orders to Major Campbell 41st Regiment Commanding at Amherstburg for building a new Vessel there, and also full Instructions how to obviate every inconvenience to the Transport Service on Lake Erie, which might result from the loss of His Majesty's Schooner Hope.

I have the honor to be
Sir.
Your most Obedient
Humble Servant
Barnard Bowes
Col & [?] 6 Rg
Commanding

[Extract of Alexander Campbell to James Green, 17 April 1806, LAC, RG 8 I, Vol. 514, 21–22.]

Amherstburg 17th April 1806.

Sir,

I beg leave to acknowledge the receipt of Colonel Bowes Orders [?] later[?] to Mr Fleet on the 10th Instant, which have been duly attended to—

At the same time I received your letters of the 24th January & 26th January—

The Camden will sail a few days for St Joseph, in order to carry up what Stores are ready for that Port, & to bring down the remaining Stores of the Hope—

Figure 4. Margaret Reynolds, *View of Amherstburg*, 1813, watercolour painting, Fort Malden National Historic Sites, Parks Canada.

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